

*2025 Santa Cruz County RTC
Consolidated Grants Program*

**PROJECT APPLICATION PACKAGE FOR
EMERGENCY ROUTES PHASE 2
RESURFACING PROJECT
EMPIRE GRADE & BEAR CREEK RD**



APPLICATION CONTENTS

- A. Project Information
- B. Project Benefits/ Evaluation Criteria
- C. Schedule, Cost, Funding, & Estimate
- D. Project Vicinity Map/ Site Photos
- E. Certification and Assurances
- F. Roadway Preservation Documentation

APPLICATION/PROJECT PROGRAMMING REQUEST

SCCRTC 2025 Consolidated Grants Program (2026 RTIP)

A. PROJECT INFORMATION					
Applicant/Implementing Agency			Public Agency Sponsor (if different)		
County of Santa Cruz			N/A		
Contact Name		Phone	E-mail Address		
Casey Carlson		(831) 454-3102	Casey.Carlson@santacruzcountyca.gov		
Project Title					
Emergency Routes Phase 2 Resurfacing Project					
Agency Priority Number (e.g. 1 of 3)			1		
Description and Scope of Work (attach extra pages to fully describe scope)					
<p>This project involves pavement maintenance of approximately 11.3 miles of roadway including significant portions of Empire Grade and Bear Creek Rd. The construction method used shall be primarily asphalt overlays with rubber chip underlay, with patching and sealing methods in certain areas, followed by restriping of the work area. Work shall extend from existing roadway edge to existing roadway edge. This grant request builds on existing RSTP grant CO 96 from the 2023 Consolidated Grant Cycle, that request was partially awarded - this requests seeks to fully fund that work and to expand limits on both roadways.</p>					
Location, Limits, Length (attach map(s)/photos separately)					
Location/Limits: Empire Grade (McGivern Wy to Alba Rd) - 4.30 Miles Bear Creek Rd (Hwy 9 to PM 7.0) - 7.00 Miles Total Length: 11.3 Miles					
Roadway Functional Classification (see Caltrans map link):			5-Major Collector		
Summary of Project Benefits, Purpose and Need					
(See Response in Section B)					
Funds requested	\$3,400,000	Total Project Cost	\$8,008,268	Estimated # of Daily Users	2,724
Are you able/willing to receive federal funds?		Yes			
Was project previously programmed for funds by RTC?		Yes	RTIP ID	CO 96	
Project Cost by Mode (list approximate percentage of total project costs)					
Mode		% of Total Cost			
Pavement Preservation (rehab, overlay, etc.)		98%			
Road-Auto serving (not rehab)					
Bicycle					
Pedestrian					
Transit		2%			
Transportation System Management (TSM)					
Transportation Demand Management (TDM)					
Other: <i>Include description</i>					
Total		100%			

B. PROJECT BENEFITS/ EVALUATION CRITERIA

Information in this section will be used to evaluate projects. The RTC is required to consider how well projects advance regional, state and federal goals, policies, performance metrics and targets, including how projects will contribute towards implementation of the long-range transportation plan (Regional Transportation Plan) and other state and federal regulations including the California Complete Streets Act of 2008, SB375, the Federal FAST Act. See **Attachment 2** of the call for projects for examples of type of information to demonstrate benefits.

Project Title:		Emergency Routes Phase 2 Resurfacing Project
Generally, what are the benefits of this project?		
<p>Empire Grade and Bear Creek Road are vital links between the communities of Bonny Doon and the San Lorenzo Valley. These routes receive a significant amount of traffic on a daily basis, and are critical routes for emergency access and evacuation during disasters. The proposed project will expand on the recently completed work of the Emergency Routes Resurfacing Project. Empire Grade runs along the ridge between Bonny Doon and San Lorenzo Valley, serving multiple connecting roads on either side (including Jamison & Alba – the focus of the recently completed project). Bear Creek Road is a major commute and evacuation route running eastward out of San Lorenzo Valley connecting State Hwy 9 to State Hwy 17. These roads were used extensively during the 2020 CZU Complex Fire and associated cleanup and rebuilding efforts, this excessive use has caused accelerated deterioration of these roadways and they are now greatly in need of resurfacing. While these roads are too narrow to accommodate bike lanes, they are used by cyclists connecting to other routes. In addition to vehicle traffic and cyclists, both project roadways also serve transit routes (Metro Routes 35, and 41/42). This project will restore the health of these roadways so that they may continue to provide access to these communities.</p>		
How does this project address any of the following criteria?		<i>Projects are not expected to address all of these; if not applicable or not a primary purpose, write "N/A".</i>
1	Access for All	Project will improve road surface and install new reflective striping, which will benefit ride quality and visibility for all vehicles including general users, transit, cyclists, and emergency services.
2	Collisions and Safety	Project will improve road surface and install new reflective striping, which will benefit ride quality and visibility for all vehicles including general users, transit, cyclists, and emergency services.
3	System Preservation & Infrastructure Condition	Project will improve pavement condition of existing roadway to extend the useful life of this facility. Estimated service life increase is noted in Exhibit K.
4	System Performance	Improvements to the pavement surface will enhance ride quality for all users and reduce vehicle wear.
5	Public Health	N/A
6	Benefits to Equity Priority Communities	N/A
7	Climate Change and Resiliency	Project will rehabilitate primary roadways used by emergency services and as evacuation routes during disaster events, the improved ride quality will enable faster evacuations and improve emergency response time. Conversely, failing to provide this maintenance will be slow evacuation and response as the roadway continues to deteriorate from a systematic lack of funding for road maintenance.
8a	Funding- Overall Funding Plan: If RTC approves the requested funds, will the project be fully funded? If not, how much additional funding is needed, and what is the likelihood of securing those funds? Please provide a realistic assessment of the project's overall funding security.	Yes, if grant request is approved the project will be fully funded. RTC Grant funds and local match are the only project funding sources.
8b	Committed Funding: What other funding has been secured for the project?	\$3,200,000 was awarded in 2023 Consolidated Grant Cycle, RTP ID CO 96
8c	Leveraging: Will the funds you are requesting from RTC be used to leverage other grants? If so, please identify those grants and the potential funding amounts. If RTC funding is not approved, will any of this other funding be at risk of being lost?	Any grant funds awarded would be combined with CO 96 funding, though will not serve as local match.
8d	Eligibility for Other Grants: Is this project eligible for any other competitive grants? If so, what other grants are reasonably available for this project, and what is the status of those applications?	No
8e	Funding for Cost Increases: How will potential cost increases be funded? What potential funding sources are available to cover unanticipated cost increases?	Cost increases will be dealt with either by truncating project scope or limits, or by increasing use of local funds (if available).
8f	Partial Funding: If the RTC approves partial funding or the project costs increase, can the project be scaled to match available funds?	Yes.

9	Project Readiness and Potential Delivery Risks-	
9a	Schedule: How quickly can the project be implemented to provide benefits to the community? Are there any potential risks that could impact the project schedule?	Roadway paving is categorically exempt from CEQA and works within the existing right of way, allowing for accelerated project delivery. If funded, the project could be implemented in the next available construction season upon completion and board approval of design.
9b	Deliverability: Describe why your agency is capable of delivering this project. (sufficient staff, project management, performance in past)	Since the project involves pavement maintenance of an existing facility within existing County right of way, the project will require no right of way acquisition, and only a CEQA categorical exemption in terms of environmental permitting. The County has a solid track record of delivering paving projects with grant funding, having delivered several such projects with minimal delays in past years.
9c	Environmental: Describe any potential environmental issues, mitigations, risks associated with current and future environmental conditions (climate change, extreme weather, seismic)	None
9d	Mitigating Risks: What efforts will be undertaken to minimize risks to project implementation.	Paving work is generally low risk as there is no right of way acquisition, the work is categorically exempt for environmental, and no plans are needed for design.
9e	Other: Describe any other potential risks and plans to mitigate risks.	N/A
10	Consistency with Complete Streets guidelines and policies: Describe how is project consistent with guidelines and integrates complete streets elements.	The goal of the complete streets guidebook is to plan transportation projects such that the maximum number of people in the community are benefited by transportation funding. This project is designed to provide longevity to critical roadway infrastructure that serves a great number of people in the community both in terms of travel to destination and in access to emergency services.
11a	Public engagement: Was this project identified as a priority by the community? How was it determined to be a priority? How have residents in the project area been involved in the decision-making or project information process to date?	This project has been reviewed and approved by the County of Santa Cruz Board of Supervisors. Pavement maintenance projects are typically not subject to a public review process, in our experience the public is generally very receptive to pavement maintenance projects, we work with each district supervisor to determine top priorities for their district.
11b	Outreach: Describe how the public and stakeholders were/will be engaged in the development and implementation of the project (e.g. intended outreach methods, activities, pop-up planning events; planning activities at community events; community workshops; design charrettes; online and social media, etc.)	In the project selection phase we work with each district supervisor to determine top priorities for their district. Just prior to construction, the County sends letters to all owners & residents that will be impacted by project work explaining what to expect and who to call. During the project the County maintains a project website at sccroads.org which will have up to date information on project activities. Throughout the project CDI will issue press releases to announce when new phases of work will be occurring.
11c	Diverse Participation: How will you ensure participation from diverse and historically underrepresented members of the public in project planning? What specific outreach to low-income, BIPOC (Black, Indigenous, and People of Color), etc., residents about this project has already been conducted or is planned?	Funds requested in this submittal are for pavement maintenance of primary routes providing transportation access, goods transport, and emergency services to County residents and visitors of all races, creeds, and economic statuses. Selection of primary routes for paving is determined regionally with each district supervisor based on roadway usage and maintenance need and does not directly involve any particular user group.
12a	RTP Consistency: If project is included in the approved 2045 or draft 2050 Regional Transportation Plan (RTP) Project List, provide RTP Project Number/title	Empire Grade and Bear Creek Rd are included in the 2045 RTP (CO-P10 & CO-P04 respectively), however the RTIP listed projects included various multimodal improvements while this project will focus primarily on pavement preservation.
12b	Consistency with other plans. What other plans is this project listed in, if any?	N/A
13	Scale of Benefits - How many users are expected to use the facility, service or program? What is the source of this estimate?	Estimated Number of Daily Users is shown in Part A - Project Information. This data was obtained from SCCRTC Traffic Count Data, or more recent Traffic Count Data if available.

C1. CAPITAL PROJECTS - SCHEDULE, COST AND FUNDING SUMMARY

Project Title:	Emergency Routes Phase 2 Resurfacing Project	
Project Schedule/Milestone <i>(For TRANSIT vehicles- modify milestones accordingly or use Uniform Transit Application)</i>	Anticipated Date	Notes on schedule (flexibility, worst-case schedule)
Project Cost Estimates/Scope Developed	10/16/26	Project could potentially be performed as early as
Begin Environmental (PA&ED) Phase	12/14/26	summer 2026, depending on availability of funding
Circulate Draft Env'l Document	Env'l Document	CAT-EX
	12/21/26	and timing of grant fund availability. Dates shown
Draft Project Report	12/28/26	here assume a more delayed schedule.
End Environmental Phase (PA&ED Milestone)	01/19/27	
Begin Design (PS&E) Phase	01/19/27	
End Design Phase (Ready to List for Advertisement Milestone)	04/12/27	
Begin Right of Way Phase	03/15/27	
End Right of Way Phase (Right of Way Certification Milestone)	04/12/27	
Begin Construction Phase (Contract Award Milestone)	07/12/27	
End Construction Phase (Construction Contract Acceptance Milestone)	10/29/27	
Begin Closeout Phase	10/29/27	
End Closeout Phase (Closeout Report)	12/13/27	

Project Cost Summary/Funding Information								
Total Project Cost (\$1,000s) - AUTO FILLS (do not enter numbers here)								
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W SUP (CT)	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	8,008	0	0	0	0	8,008
TOTAL	0	0	8,008	0	0	0	0	8,008

Fund No. 1:	NEW FUNDS REQUESTED FROM RTC							<i>SCCRTC to consider proposals at its November 6, 2025 meeting</i>	
Fiscal Year									
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total	Are there certain fund sources (e.g. federal, STIP) your
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			3,400					3,400	
TOTAL	0	0	3,400	0	0	0	0	3,400	

Fund No. 2:	RSTPX							Funding status	
Fiscal Year									
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total	Are these funds secured?
E&P (PA&ED)								0	If no, when will you know if funds are secured?
PS&E								0	
R/W SUP (CT)								0	What risks are there to these funds, if any?
CON SUP (CT)								0	
R/W								0	
CON			3,200					3,200	
TOTAL	0	0	3,200	0	0	0	0	3,200	

Fund No. 3:	Local Funds							Funding status	
Fiscal Year									
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total	Are these funds secured?
E&P (PA&ED)								0	If no, when will you know if funds are secured?
PS&E								0	
R/W SUP (CT)								0	What risks are there to these funds, if any?
CON SUP (CT)								0	
R/W								0	
CON			1,408					1,408	
TOTAL	0	0	1,408	0	0	0	0	1,408	

C2. ENGINEERS ESTIMATE

Project: Emergency Routes Phase 2 Resurfacing Project

**COUNTY OF SANTA CRUZ
DEPARTMENT OF PUBLIC WORKS
ENGINEER'S ESTIMATE**

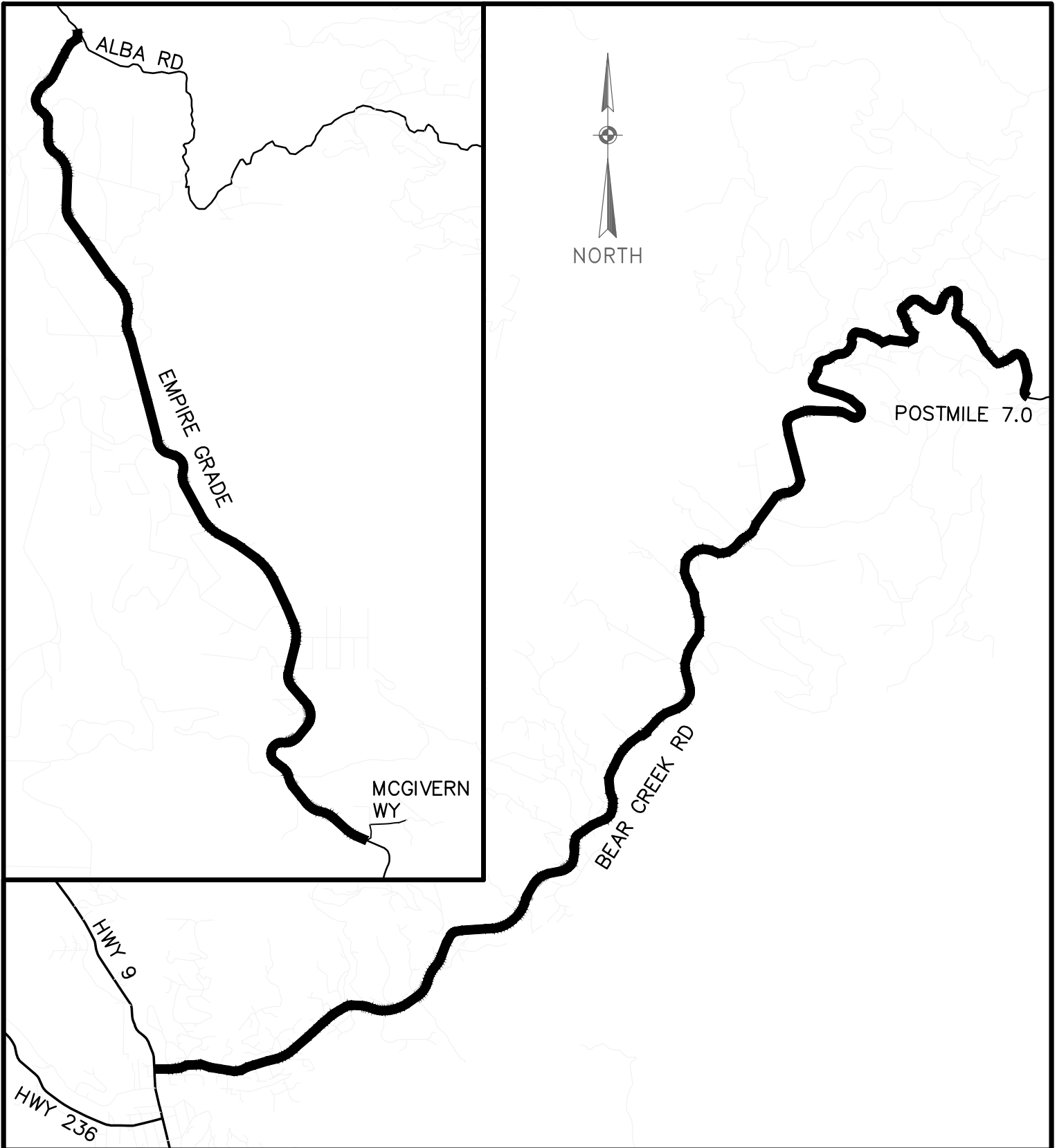
Sheet 1 of 1

Made by CRC
Checked by CRC
Job Number

Bid Opening

PROJECT: Emergency Routes - Phase 2 Resurfacing Project
LOCATION: Empire Grade (McGivern Wy to Vick Dr)
Bear Creek Rd (Hwy 9 to PM 7.0)
DESCRIPTION: Estimate for Construction

Item No.	Item Description	Unit	Quantity	Unit Price	Amount
1	TRAFFIC CONTROL SYSTEM	LS	1	\$300,000.00	\$300,000.00
2	CLEARING AND GRUBBING	LS	1	\$100,000.00	\$100,000.00
3	GRIND AC PAVEMENT	SF	81,730	\$3.00	\$245,190.00
4	4" DIGOUT	SF	43,120	\$10.40	\$448,448.00
5	ASPHALT CONCRETE (TYPE A - 1/2" MAXIMUM, MEDIUM)	TON	16,200	\$200.00	\$3,240,000.00
6	SHOULDER BACKING PLACEMENT	TON	530	\$150.00	\$79,500.00
7	ASPHALT RUBBER CHIP SEAL	SY	141,530	\$7.00	\$990,710.00
8	REPLACE DESTROYED MONUMENT	EA	5	\$2,500.00	\$12,500.00
9	(S) THERMOPLASTIC STRIPING 4 IN WHITE	LF	117,250	\$1.60	\$187,600.00
10	(S) THERMOPLASTIC STRIPING-DETAIL 2 (DASHED LANE L	LF	1,000	\$1.00	\$1,000.00
11	(S) THERMOPLASTIC STRIPING-DETAIL 16 (HALF DASHED C	LF	600	\$1.60	\$960.00
12	(S) THERMOPLASTIC STRIPING-DETAIL 22 (DBL YELLOW)	LF	57,030	\$3.50	\$199,605.00
13	(S) THERMOPLASTIC STRIPING-PAVEMENT MARKINGS	SF	70	\$10.00	\$700.00
14	(S) RETROREFLECTIVE PAVEMENT MARKER - BLUE TYPE	EA	16	\$25.00	\$400.00
15	(S) BOTTS DOTTS RUMBLE STRIP	EA	2	\$7,500.00	\$15,000.00
16	CALTRANS ENCROACHMENT PERMIT	EA	1	\$5,000.00	\$5,000.00
Funding Information			Contract Total	=	\$5,826,613
Job Number	Source	Appropriation	Contingency	10%	\$582,661
	2023 RTIP Grant Cycle Award (RSTP)	\$3,200,000	Sub-Total	=	\$6,409,274
	2025 RTIP Grant Cycle Request	\$3,400,000	Inspection	10%	\$640,927
	Required 11.47% Local Match	\$855,100	Design		\$381,232
	Non-Elegible Overhead (Local Cost)	\$553,168	Overhead	9%	\$576,835
	Total Funding:	\$8,008,268	TOTAL	=	\$8,008,268



EMERGENCY ROUTES RESURFACING – PHASE 2
EMPIRE GRADE (SPATAN WY TO ALBA RD)
BEAR CREEK RD (HWY 9 TO PM 4.75)

2025 CONSOLIDATED REGIONAL TRANSPORTATION GRANT VICINITY MAP	DESIGN: CRC	DATE: 9/11/25	SHEET
	DRAFTING: CRC	SCALE: 1"=3000'	
	CHECKED:	JOB NO: -	

Part D – Site Photos (Emergency Routes Phase 2)



Part D – Site Photos (Emergency Routes Phase 2)



Part D – Site Photos (Emergency Routes Phase 2)



E. CERTIFICATION AND ASSURANCES

As authorized representative for my agency, I hereby certify that the information contained in this application, including required attachments, is accurate and hereby certify the following:

Project:	Emergency Routes Phase 2 Resurfacing Project	INITIALS
1	The project implementing agency possesses legal authority to nominate projects and to finance, acquire, construct, and/or implement the proposed project;	DS MM
2	This project is among the highest priorities for this agency;	DS MM
3	The proposed transportation investments have received the full review and vetting required by law;	MM
4	Such investments are an appropriate use of taxpayer dollars. The agency shall adhere to principles and policies that ensure government oversight and management of the contracting process to ensure taxpayer funds are spent wisely; contracts are not wasteful, inefficient, or subject to misuse; unnecessary no-bid and cost-plus contracts are avoided; and contracts are awarded according to the best interests of California taxpayers;	DS MM
5	The agency will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility(ies) or activity. I understand that with the approval of the California Department of Transportation, the Administering Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property;	DS MM
6	If these new funds are used to replace funds previously committed to this project, the agency will maintain its effort with regard to redirecting those funds to similar transportation projects;	DS MM
7	The agency will give RTC and California Department of Transportation's representative access to and the right to examine all records, books, papers, or documents related to the project;	DS MM
8	Work on the project shall commence within a reasonable time after receipt of notification that funds have been approved, allocated or obligated, as applicable, and that the project will be carried to completion with reasonable diligence;	DS MM
9	The agency will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, and any other federal, state, and/or local laws, rules and/or regulations;	DS MM
10	The agency shall comply with all reporting requirements outlined by FHWA, FTA, RTC, Caltrans, the California Transportation Commission (CTC) or state statute, as applicable;	DS MM DS
11	The agency will commit the funds necessary to ensure this project is fully funded.	MM

Implemented by:

Signed Matt Machado Date 9/12/2025

Printed (Name and Title) Matt Machado, Deputy CAO/ Director of Community Development & Infrastructure
 Implementing Agency County of Santa Cruz



County of Santa Cruz

Department of Community Development and Infrastructure

701 Ocean Street, Fourth Floor, Santa Cruz, CA 95060
 Planning (831) 454-2580 Public Works (831) 454-2160
<https://cdi.santacruzcountyca.gov/>

Matt Machado - Deputy CAO / Director

Jocelyn Drake
 Assistant Director
 Permit Division

Stephanie Hansen
 Assistant Director
 Housing & Policy

Carolyn Burke
 Assistant Director
 Special Services

Steve Wiesner
 Assistant Director
 Transportation

Kim Moore
 Director
 Administration

Exhibit 25-K: Local Road Rehabilitation Project Certification

To: Santa Cruz County Regional Transportation Commission
 1101 Pacific Ave #250
 Santa Cruz, CA 95060

Date: 9/11/25

The County of Santa Cruz submits the following local road rehabilitation project for certification that the project is in compliance with California Transportation Commission guidelines.

Project Description: Emergency Routes Phase 2 Resurfacing Project

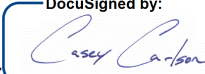
Project will consist of Asphalt Digouts, multiple resurface techniques including Asphalt Overlays and Microsurfacing, and restriping of project roadways on the following road segments:

- Empire Grade (McGivern Wy to Alba Rd)
- Bear Creek Rd (State Hwy 9 to PM 7.0)

<u>Street/Road</u> (Noted Above)	<u>From</u> (Noted Above) <u>To</u> (Noted Above)	<u>Local Road Facility</u> Pavement Preservation	<u>PPNO</u> TBD	<u>Rehabilitation Strategy</u> (Noted Above)	<u>Service Life (Years)</u> 10

The project listed above meets the following standards:

- The type of work is eligible for local road rehabilitation, and excludes routine maintenance work, as described in Section II-D-9: "Eligibility of Rehabilitation Projects" of the Procedures for Administering Local Agency Grant Projects in the State Transportation Improvement Program.
- For pavement rehabilitation, the estimated number of years the work will extend the service life of the facility is documented in a PSR or equivalent signed by a registered civil engineer.
- Pavement rehabilitation strategies with less than 10 year service life have been determined by a Pavement Management System (PMS) to be cost-effective and have a service life of 5 years or more. (Attach PMS certification if appropriate).
- The work does not degrade any existing safety or geometric aspect of the facility.

DocuSigned by:

 County Signature: _____
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Title: Senior Civil Engineer

Date: 9/11/25

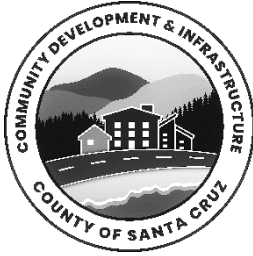
Regional Transportation Planning Agency/County Transportation Commission Certification

The Santa Cruz County Regional Transportation Commission (SCRTC) certifies the projects listed above meet California Transportation Commission guidelines.

RTPA Signature: _____

Title: _____

Date: _____



County of Santa Cruz

Department of Community Development and Infrastructure

701 Ocean Street, Fourth Floor, Santa Cruz, CA 95060
Planning (831) 454-2580 Public Works (831) 454-2160
<https://cdi.santacruzcountyca.gov/>

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Special Services

Steve Wiesner
Assistant Director
Transportation

Kim Moore
Director
Administration

Exhibit 25-L: Pavement Management System (PMS) Certification State Transportation Improvement Projects

To: Santa Cruz County Regional Transportation Commission
1101 Pacific Ave #250
Santa Cruz, CA 95060

Date: 9/11/25
PPNO: TBD

Project Description: **Emergency Routes Phase 2 Resurfacing Project**

Project will consist of Asphalt Digouts, multiple resurface techniques including Asphalt Overlays and Microsurfacing, and restriping of project roadways on the following road segments:

- Empire Grade (McGivern Wy to Alba Rd)
- Bear Creek Rd (State Hwy 9 to PM 7.0)

The County of Santa Cruz certifies that it has a Pavement Management System (PMS) and the project meets the criteria described in this chapter. A system must be in place to meet standards for pavement rehabilitation projects programmed in the STIP.

The system was developed by StreetSaver, MTC and contains, at a minimum, the following elements:

- Inventory of all existing pavements under the County’s jurisdiction.
Centerline miles: 586
Total lane miles (or equivalent units): 1189
The last update of the inventory was completed: May 2018
- Sections of pavement needing rehabilitation
Total lane miles (or equivalent units): 925
- Estimated cost to rehabilitate deficient sections: \$490,000,000
- Procedure to identify rehabilitation strategies that are cost effective:
The County uses the StreetSaver pavement management system to catalog County maintained road sections and maintain pavement condition assessments of those sections using the Pavement Condition Index (PCI) ranking system. This program has a built in decision tree which specifies appropriate and cost effective resurfacing treatments for different PCI ranges. Based on the current PCI of the road section in question, the program can identify appropriate resurfacing techniques for that section.

You may direct any questions regarding the County’s Pavement Management System to:
Casey Carlson, Senior Civil Engineer at: (831) 454-3102

DocuSigned by:

County Signature: FE628177BE83475...

Title: Senior Civil Engineer **Date:** 9/11/25